

TRANSMITTAL OF AIRWAYS/ROUTES DATA

AIRWAY NO or ROUTE

T235

ROUTINE or DOCKET NO

19-AAL-65

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
FILEV	AK	FB	ZISDU	AK	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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AAO	703442.00N/1583215.00W	338		4E	1000	
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TERRAIN	704015.00N/1593345.00W	137	Y
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1400	1400	N	17500						1800

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

CHANGES-REASON

ROUTE EXTENDED TO FILEV TO SERVE AS REPLACEMENT/ALTERNATIVE FOR G17

ATQASUK (ATK) NDB REPLACED WITH ZISDU TO SUPPORT FUTURE DECOMMISSIONING OF ATK NDB

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ZISDU	AK	FB	WUPUV	AK	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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AAO	702909.00N/1564957.00W	348		4E	1000	
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TERRAIN	703036.00N/1571424.00W	147	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1400	1400	Y	17500						2000

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE
2000 REQUESTED BY ATC FOR TWO WAY VHF COMMUNICATIONS

CHANGES-REASON

WUPUV ADDED TO FACILITATE LOWER GNSS MEA

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WUPUV	AK	FB	JATIL	AK	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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AAO	701554.00N/1525951.00W	414		4E	1000	
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TERRAIN	701554.00N/1525951.00W	213	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	Y	17500						3500

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE
3500 REQUESTED BY ATC FOR TWO WAY VHF COMMUNICATIONSCHANGES-REASON

NUIQSUT (UQS) NDB REPLACED WITH JATIL IN SUPPORT OF FUTURE DECOMMISSIONING OF UQS NDB

<u>FROM</u>	<u>STATE</u>	<u>FB/FO</u>	<u>TO</u>	<u>STATE</u>	<u>FB/FO</u>	<u>RNP</u>	<u>LEG TYPE</u>
JATIL	AK	FB	ZADRO	AK	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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AAO	701200.00N/1500645.00W	358		4E	1000	
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TERRAIN	700903.00N/1503130.00W	147	Y			
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1400	1400	N	17500						1800

<u>COP</u>		<u>FIX MRA</u>		<u>FIX MCA</u>		<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT

AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

CHANGES-REASON

ADDED ZADRO - TURN EXCEEDS 1 DEGREE

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ZADRO	AK	FB	DEADHORSE (SCC) VOR/DME	AK	FB	2.0	TF

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>CONT OBS</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>
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AAO	700918.00N/1495633.00W	443		4E	1000	
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TERRAIN	700918.00N/1495633.00W	242	Y
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<u>MRA</u>	<u>MOCA</u>	<u>PUB</u>	<u>MAA</u>	<u>D/D/I</u>	<u>MEA (1)</u>	<u>DIRECTION (1)</u>	<u>MEA (2)</u>	<u>DIRECTION (2)</u>	<u>GNSS MEA</u>
1500	1500	N	17500						1900

<u>COP</u>	<u>FIX MRA</u>	<u>FIX MCA</u>	<u>MTA</u>
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SEGMENT REMARKS

NEW SEGMENT
AIRSPACE FLOOR (1200) AND BUFFER (500) USED TO EVALUATE AIRSPACE

CHANGES-REASON

ROUTE EXTENDED TO DEADHORSE (SCC) VOR/DME TO SERVE AS REPLACEMENT/ALTERNATIVE FOR G16

<u>FLIGHT CHECK</u>	<u>DATE</u>	<u>OFFICE</u>	<u>NAME</u>	<i>Digitally signed by</i>
	07/14/2022	FPO	JEGGREY A FINDLEY	ALLAN WILL
				Aug 04, 2022

<u>APPROVED</u>	<u>DATE</u>	<u>OFFICE</u>	<u>TITLE</u>	<u>NAME</u>	<i>Digitally signed by</i>
		AJV-A420	MANAGER	MARLON ROBINSON	ALLAN WILL
					Aug 04, 2022